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**National Highway
Traffic Safety
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Memorandum

NHTSA-01-8677-541

Subject: Early Warning Reporting – Docket No.
NHTSA-2001-8677

Date: DEC 11 2002

From: Jonathan D. White, Chief
Defects Assessment Division

Reply to
Attn. of:

To: NHTSA Docket

Attached are the minutes from the meeting held on November 13, 2002, that certain vehicle manufacturer representatives and associations had with NHTSA's staff. The purpose of this meeting was to discuss vehicle component categorization for the reporting of statistical aggregate data in accordance with early warning reporting requirements.



SAFETY BELTS SAVE LIVES

UNITED STATES OF AMERICA

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DEPARTMENT OF TRANSPORTATION

+ + + + +

DEFECTS ASSESSMENT DIVISION
OFFICE OF DEFECTS INVESTIGATION ENFORCEMENT

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Vehicle Component Categorization for the
Submission of Statistical Aggregate Data
in Accordance with the Early Warning
Reporting Requirements49 CFR Part 579
Dockets 8677, Early Warning Reporting
and 10773, Foreign Recall Reporting

+ + + + +

GSA Auditorium
7th and D Streets, SW.
Washington, DC

+ + + + +

Wednesday, November 13, 2002

+ + + + +

1:00 p.m.

PRESENT

JOHN WHITE
STEVE BERETZKY
ROBERT SQUIRE
CHRIS WIACEK
TOM COOPER
JEFF TAYLOR
LEO YON
DICK BOYD**NEAL R. GROSS**
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P-R-O-C-E-E-D-I-N-G-S

1:05 p.m.

MR. WHITE: Good afternoon, ladies and gentlemen. My name is John White. I'm chief of the Defects Assessment Division in the Office of Defects Investigation. This division is responsible for identifying potential safety defects from all sources, including information submitted under the Tread Act.

With me here on the stage are some of the members of that division: Steve Beretzky, Bob Squire, Chris Wiacek, Tom Cooper, [who] is division chief of the Vehicle Integrity Division, Jeff Taylor and Leo Yon. Also here is Dick Boyd of Medium and Heavy Vehicle Division and representing chief counsel Andrew DiMarcisco.

This meeting is in response to a request by the Alliance of Automobile Manufacturers, Association of International Automobile Manufacturers, the Truck Manufacturers Association and the Motorcycle Industry Council to discuss how vehicle components might be sorted into the various vehicular components designated in the early warning reporting requirements.

We'll record this meeting and a transcription will be provided in the docket. On the

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1 cover sheet of the handout there is the URL for the
2 docket, including the docket number for the early
3 warning reporting where this will be located, 8677,
4 but also 10773 which is Foreign RICO reporting. Both
5 these dockets together make up part five, 79.

6 We are going to attempt to provide some
7 clarification and discussion on where the components
8 should go, sort these things out. Some of the
9 components that may be brought up today we'll not be
10 able to address satisfactorily here and now. We'll
11 make a record of those and try to get those answers
12 resolved as soon as possible.

13 With that, we've got some questions that
14 were submitted earlier and we've got some prepared
15 responses to go through those. I'd like to do so now.

16 Also, in the handout, by the way, is a
17 table of the reporting elements, all 24 of them, and
18 which manufacturer group has reporting elements for
19 which part. Second to that is the definition of these
20 24 as provided in the standard.

21 The first of questions that came in is
22 does this include the key-lock mechanism that operates
23 the ignition switch and also lock the steering wheel?
24 And, yes, we've put that in the Steering and that
25 mechanism is considered part of the steering for our

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1 purposes.

2 In the Suspension category, are non-driven
3 wheel hubs in this category? Yes, we put them in
4 there. And, are all wheel bearings in this category?
5 For lack of a better place, we're going to include
6 them in the suspension.

7 Service Brakes, Hydraulic, complaints
8 about brake dust reportable? Brake dust complaints
9 per se, if a manufacturer receives complaints about
10 brake dust, more importantly, brake noise, and if you
11 could categorize it alone as brake dust, it's probably
12 not a reportable element. If it is related to brake
13 noise and some other issue that could be something
14 else other than just brake dust, then it's a
15 reportable item and it should be provided under the
16 Brakes and Hydraulic for this one.

17 Under Engine and Engine Cooling System,
18 how should the manufacturers code the OBD system and
19 check engine light. It'll be in the Engine category
20 and we're reportable. Does this category include
21 engine monitoring, displays on the dashboard, such as
22 temperature, tachometer, oil light or are these to be
23 included under the Electrical System? They would be
24 reported under the Engine and Engine Cooling System.

25 Is the Vehicle Theft Deterrent System that

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1 prevents the engine from being started reportable in
2 this category? This is going to come up again and
3 again, and where you've got a module or a component or
4 an assembly that's going to service a number of
5 different systems or functions, that system is not
6 going to fit well in anything by itself.

7 We are going to ask that it's reported
8 under how it fails. If the Theft Deterrent System -
9 I mean, it may have a lot of other components hooked
10 into it, but if one of those is to shut down the
11 engine and that's where the defect or the complaint
12 against it is filed, then that's where we want it
13 reported.

14 If it's going to be reported - if it's a
15 Latch issue and it 's the same system, then that part
16 would be under a Latch, and this we're going to carry
17 through throughout all these components that are going
18 to come up.

19 The electronic throttle module could be
20 reported under this category, the Engine, Engine
21 Cooling System, Speed Control, Fuel System or
22 Electrical. How should this be coded? The electronic
23 throttle module we're putting it in under the Speed
24 Control.

25 Are parts of the air intake system, such

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1 as the intake manifold or intake snorkel (before the
2 fuel mixture) reported in this category? Yes, they're
3 part of the Engine. We'll put them there.

4 Is the customer complaint of stalling
5 without an allegation of a defective component
6 reportable and, if so, how should it be coded? The
7 possibilities include Engine, Fuel System, Electrical
8 or perhaps another category.

9 If the allegation is stalling and there's
10 no discernment where in the system it is, that it's
11 fuel related or that it's an electrical problem, then
12 it would get coded under Engine as a general engine
13 report.

14 Some vehicles have a system that retards
15 engine power to work with the ABS. Is this
16 categorized in Service, Brake or Speed Control or
17 Electrical System? We're placing that under Speed
18 Control.

19 Diesel engine exhaust systems, is it
20 categorized the Engine or Speed Control or Brake
21 System and, again, for the same reason, we're putting
22 it under Speed Control.

23 Is the flywheel to be coded as an Engine
24 or a Power Train? A flywheel per se is part of the
25 engine, unless there's going to be another flywheel

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1 part of the vehicle such as in regenerative brake
2 systems that might use it in every part of the brake
3 system. But for the run of the mill flywheels, it's
4 an Engine component.

5 There are not questions under the Fuel
6 Systems.

7 Under Power Train, is the clutch pedal
8 reportable in this category? Yes.

9 Do consumer complaints of unintended
10 acceleration go here? If it's an unintended
11 acceleration, we're going to ask that it gets placed
12 under Speed Control.

13 Do drivability complaints (hesitation,
14 miss-shifting) go here? Drivability, the hesitation
15 and stalling, those go under Engine, if they are not
16 assignable elsewhere. If it's a transmission issue,
17 miss-shifting, then that's under Power Train.

18 Under the Electrical, what if there is not
19 a system associated with the control unit? As in the
20 definition of these components, we've got a catch-all
21 phrase in there that says All the Control Units. So,
22 if there's not a designated control unit for a
23 particular system and it's not been identified
24 heretofore and it doesn't affect these other systems,
25 then it would go in Electrical. Electrical we winding

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1 up, trying to keep anything that's possible to put in
2 the other categories and if we're not able to put it
3 there, then it goes into Electrical. That's basically
4 how we're trying to keep this oriented.

5 Electrical, would this category include
6 the entertainment/infortainment systems in the car,
7 particularly in the rear of the car? Yes, it would if
8 it's a reportable element.

9 Does the category include the navigation
10 systems? Yes, to the extent that that's reportable.

11 Does this category include telephone and
12 internet systems? Again, if there's an allegation of
13 a defect in it, then, it's in the Electrical.

14 The upper electronic module is a dual-
15 purpose component, an inside rear-view mirror and
16 contains a remote receiver with the unit which could
17 be coded as Latch or Visibility. How could dual,
18 multi-purpose components be coded?

19 Again, it depends on how they - the nature
20 of the allegation of the defect or the nature of the
21 claim that's sent to the manufacturer. If it's
22 affecting one of these reportable systems, it goes in
23 those reportable systems. If it's a generic one, such
24 as this module, then, it would be under Electrical.

25 Are items like overhead compass displays

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1 here or are they not reportable? To the extent that
2 they are reportable, they'd be reported under
3 Electrical. If there's an allegation of some sort of
4 a defect with it, it's affecting the vehicle.

5 Fog lamp relay, Electrical or Exterior
6 Lighting? That'd be Exterior Lighting.

7 Low fuel lamp relay, Electrical or Fuel
8 System? This one we're going to put as Electrical.

9 Regarding the entertainment/infortainment
10 systems, does NHTSA expect complaints such as sound
11 quality, reception quality and static to be reported?
12 If so, should these complaints be categorized under
13 Electrical? In general, we don't expect them to be
14 reported. But if they are tied to some potential
15 defect, such as an indication of a short or smoke or
16 fire or something along with that, then it's a
17 reportable element. To the extent that's it's
18 something other than fire, it goes in Electrical. If
19 it includes a fire, it would go under Fire as well.

20 In general, for those actuators (airbags,
21 seatbelts, ignition switch, etc.) and control modules
22 (speed, lighting, climate control) that control
23 multiple functions across multiple systems, should
24 these be coded in this category? No. They're again
25 categorized as the nature of the complaint, how they

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1 are affecting the performance of the system or the
2 vehicle.

3 No issues on exterior lightening.

4 Visibility, does this include the glass
5 panel in the sunroof? No, it does not.

6 Does this category include a summaritive
7 generally? No. The visibility is strictly from the
8 driver's perspective.

9 Does this include a window gasket? It's
10 only if it's affecting windows in the driver's area,
11 then they are. Otherwise, it's part of the Structure.

12 Is the manufacturer expected to report
13 air-conditioner compressor failures? As part of the
14 Visibility, yes.

15 Where does Visibility, Climate Control end
16 and Electrical begin? I guess I really don't
17 understand the scope of this question. If it's a
18 climate control, heater control, defroster, defogger,
19 we basically eliminated the Climate Control system by
20 merging it with the Visibility so it's all
21 encapsulated there. To the extent that there are
22 anonymous wires routing outside any of these systems,
23 you know, those might be categorized as Electrical.
24 The rest of it will be contained in the Visibility
25 System, under - as part of the Climate Control System.

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1 I don't know if that sufficed.

2 Are the on-board dash veins, knobs and
3 other non-electrical controls, reportable under this
4 category? To the extent that they are reportable,
5 sure. They would be located here.

6 Are sun visors in this category? To the
7 extent that it's the driver's side, it does.

8 On page 45858 of the Final Rule, the
9 Agency explained its rationale for eliminating Climate
10 Control Systems as a reporting category. Should
11 claims etc. relating to the defogging, defrosting
12 functions of this system, if any, be coded into this
13 category? Yes, they've just been merged into the
14 Visibility to simplify.

15 Beyond Air Bags. Is the air bag door
16 reportable as part of this system? Yes, it is.

17 Are the coverings for the seats reportable
18 as part of the side Air Bags System or as part of the
19 seats themselves? The coverings are important in
20 terms of the seams that have to be separated for the
21 side air bag to deploy and, yes, where they're - it's
22 a hidden seam, but it's part of the side air bag
23 system and it would be reportable in the same way that
24 the air bag doors are reportable.

25 No issues under Seat Belts.

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1 Moving to Structure, is the sun roof panel
2 and opening mechanism included in this category? To
3 the extent that it's reportable, yes, the sun roof
4 would be here.

5 If a sun roof system is electrically
6 operated, should the controls and wiring be included
7 here or under the Electrical, if at all? Because of
8 the way Structure is defined, the electrical systems
9 would - the controls as described here for the sun
10 roof would be Electrical, if it's reportable.

11 If the sun roof panel is glass, should
12 this be included here or under visual systems or
13 should it be included at all? It would be under
14 Structure if it's reported as a reportable defect.

15 If the vehicle has a railing attached to
16 the roof that is used to attach components of a roof-
17 rack system, should the railing be included here or at
18 all? It should be reported here if it's a reportable
19 defect.

20 Are the fenders included in this category
21 if they are bolted on? Yes, if it's part of the
22 original equipment.

23 Are Cabriolet convertible roof repairs
24 included here? Yes, to the extent that they're
25 reportable.

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1 Would the rollover protection system on
2 convertibles be reportable under this category? Yes,
3 they would if they are a reportable element?

4 Moving to Latches. Does the Latch System
5 include the key and locking cylinder in the doors that
6 have key locks? Yes, it does.

7 Is the instrument panel display that show
8 when a door is unlatched included in this category in
9 the Electrical System, or not at all? It should be
10 reported here under the Latch System.

11 What are the associated components? I'm
12 drawing a blank on this. There's not enough
13 information here.

14 UNIDENTIFIED AUDIENCE MEMBER:
15 [Inaudible].

16 MR. WHITE: Did everyone hear that?

17 MR. COOPER: Okay, the Latch System,
18 number 17 on your handout, it talks about the term
19 includes devices for remote operation, devices such as
20 remote release cables. For example, if your latch on
21 a back hatch has a remote, there may be a cable, it
22 may be electrical, whatever, and associated
23 components. So, that's talking about all the hardware
24 that enables the functionality of that latch.

25 MR. WHITE: Are the batteries in the

1 remote control entry file to be included here or under
2 the Electrical System or at all? To the extent that
3 they're part of an alleged defect, they are reported
4 under Latches.

5 Is the door handle included in this
6 category? Yes.

7 Under Speed Control, should turbo-chargers
8 be included here since they deal with engine speed?
9 Turbo-chargers should be located under the Engine
10 category.

11 Does this category include the throttle,
12 plate and related components, or are these reportable
13 under the Engine? By the definition, this part is
14 under the Fuel System.

15 Does this category include the fuel
16 injection and air intake systems? No, these are part
17 of the Fuel System.

18 Should the oxygen sensor be included here
19 or is it part of the Engine Exhaust System? It's part
20 of the Engine Exhaust System. It's part of the Engine
21 System.

22 Does this category include the
23 speedometer? Yes, it does.

24 Tires. Are reports of flat tires with no
25 specific allegations or other information reportable?

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1 To the extent that a vehicle manufacturer receives an
2 allegation of a tire, then it's reportable and we'd
3 expect it under the Tires.

4 Wheels. Is a customer complaint of
5 vibration without an allegation of a defective
6 component reportable? If so, how should it be coded,
7 possibilities include the Wheel, the Tires, the
8 Suspension, Steering?

9 To the extent that you get a noise
10 complaint, if there's a specific alleged source of it,
11 such as it's a wheel, it's a tire, it's part of the
12 suspension, then certainly it would go in one of these
13 categories. If it's a generic noise report without
14 any - you can't ascertain what segment it came from,
15 then it would be a generic report under Suspension.

16 Does this category include wheel bolts?
17 Yes, it does and it also includes the category of
18 hubcaps.

19 There are not questions with Trailer
20 Hitches.

21 Seats. Is the manufacturer expected to
22 report customer calls expressing dissatisfaction with
23 the upholstery durability of seat comfort? No, not
24 unless there's some way that that could be related to
25 some kind of a defect, it's not expected.

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1 Do seats include floor mount and seat
2 anchorages? Are these reportable in Seats or
3 Structure? It does include that and should be
4 reported under Seats.

5 What new name will the Agency adopt for
6 this category? That hasn't been ascertained at this
7 time, so we're still sticking with Fire.

8 Under Rollover, there's no issues.

9 Under General Questions, what is the
10 process NHTSA will adopt going forward to address
11 future coding questions. When NHTSA issues updated
12 and revised code guidance, is it possible to
13 automatically notify designated EWRIT contact persons?

14 To the extent that there will be those
15 changes that certainly a good approach and we'll try
16 to implement that and do it that way so that everyone
17 is notified simultaneously.

18 Motorcycles. Motorcycles are different
19 than Light Vehicles in that some systems such as the
20 fuel system, the exhaust system and the suspension
21 system are exposed. These systems are often replaced
22 for appearance reasons. For example, Hondo analyzed
23 motorcycle fuel tank warranty claims for a high
24 selling model. Honda found that 93 percent of the
25 fuel tanks were replace for cosmetic reasons and 7

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1 percent were replaced for a functional problem.
2 Should motorcycle manufacturers be required to count
3 appearances and cosmetic warranty claims?

4 To the extent that these warranty and
5 consumer complaints are only related to chipped paint,
6 these kinds of cosmetic deficiencies, then they are
7 not conceivably reportable. If they are, you know,
8 the fuel tank is replaced for other reasons besides
9 chipped paint, knocking off of the paint or exposure
10 to the outside for loss of finish, then it would be a
11 reportable item.

12 Many manufacturers have bundled entire
13 wheel complaints etc. and track together. Under the
14 EWR rules, tires and wheels will have to be coded and
15 tracked separately. For purposes of this historical
16 report, however, how should the tire wheel be coded,
17 as tires or wheels? If the manufacturer is not able
18 to separate the tires and the wheels historically,
19 then we'd expect it under Wheels.

20 In general, for the same components that
21 perform different functions on different vehicles, how
22 should these be coded, by application or by component
23 type; example, spindle nuts, brakes are power train,
24 in the front-drive vehicles the spindle nuts attached
25 to the axle, in the rear-drive vehicle, the spindle

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1 nut's attached to the spindle. How will NHTSA's
2 response be implemented through computer code?

3 Well, as I've said, if it's a component,
4 we expect it to be under how it fails. It would be
5 located under whatever category, one of these 22, that
6 it will fit. In the case of a spindle nut, because of
7 the way our system is designed we've located spindle
8 nuts under Suspension, neither power train or brakes.

9 That was the one submission from the
10 Alliance. There was another supplemental submission
11 on that. I should maybe go briefly through that. I
12 think there's about 20 items on that.

13 The category was heater and how would
14 those get coded, whether it would be Engine, Cooling
15 or Visibility? We place that under Visibility.

16 There's an issue over park assist, for
17 back up assist and where would that be categorized
18 under Electrical or Service Brakes or Parking Brake.
19 We placed that under Electrical.

20 Auxiliary heater components. To the
21 extent that it's part of clearing the windows, it
22 would be Visibility; otherwise, it would be reportable
23 according to how it's operated or fails. If it's
24 electrical in nature, it's going to be Electrical. If
25 it's Coolant driven, it would be under Engine Cooling.

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1 Engine control module, would that be
2 Engine, Fuel System or Electrical? By the definition
3 of it, it would be under the Engine.

4 Body control module, is that to be
5 Electrical. It's a question and hard to answer. It
6 depends on how the component is used and what is the
7 consequence when it fails. If it's affecting the
8 windshield wipers, then it would be Visibility. If
9 it's affecting the exterior lighting, then it's
10 Exterior Lights, if Latches, then Latches and so on
11 and so forth.

12 The same for the all control modules. It
13 would be the same for those.

14 Cigarette light. It would be reported
15 under Electrical.

16 Flywheel. We talked about that earlier.
17 It would be under the Engine, unless it's part of
18 another system entirely, such as Brakes.

19 Entertainment/infortainment systems,
20 that's Electrical.

21 Odometer. To the extent that it's a
22 reportable, it's going to be under Power Train. It
23 will be part of that.

24 Telephones and the Onstar cell phones.
25 They'd be Electrical.

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1 Squeak and rattle in the windshield area.
2 To the extent that that's a reportable issue, it would
3 be part of the Structure.

4 Spare tire. Interesting question. Spare
5 tire. If it's a report on the tire itself, then it
6 would be within the Tire System. If it's reported on
7 the mounting of the spare tire, either on the vehicle
8 as a spare tire or on the vehicle as a road wheel
9 replacement, it would be reported under Wheels.

10 Nuts and spindles. As we said earlier, it
11 would be under the Suspension.

12 The horn. It would be Electrical.

13 Headlamp, wiper and washer. Another
14 interesting one. We put that under Exterior Lighting
15 as it affects the functional performance of the
16 headlamps.

17 Radio and all radio components would be
18 Electrical.

19 CD-player, Electrical.

20 Speakers, Electrical.

21 Antenna, Electrical.

22 Alarm system, Electrical.

23 Harness kit for the radios, Electrical.

24 Sliding door seal, Structural.

25 Inner door seal, Structural.

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1 Weather strip on the door, Structure.

2 Brake light. That would be Exterior
3 Lighting.

4 I think that concludes all the questions
5 that were submitted earlier.

6 Are there any other questions? Yes, sir?

7 UNIDENTIFIED AUDIENCE MEMBER: Wheel
8 mismatch when you've got too big of a tire on a small
9 rim, under Tire or Wheel?

10 MR. WHITE: Not only do you have
11 installation, I presume?

12 UNIDENTIFIED AUDIENCE MEMBER: Right.

13 MR. WHITE: Okay.

14 MR. WIACEK: What kind of failure it is?
15 If it's correct rim, wrong tire, then it would go
16 under Tire, and vice versa.

17 MR. BERETZKY: This is a non only?

18 MR. WHITE: It's a non only installation.
19 It's a non only installation, I guess, to the extent
20 that's reportable to us - why would we be even getting
21 it?

22 MR. SQUIRE: I guess the question would
23 be, what would the remedy be? Would it be to replace
24 the rim to match the tire or replace the tire to match
25 the rim?

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1 UNIDENTIFIED AUDIENCE MEMBER: I guess it
2 would be dependant on -

3 MR. SQUIRE: Which one you're going to
4 replace. I think that would be a logical way to
5 classify it.

6 MR. WHITE: And to the nature that it's
7 reportable and if it's an after-market installation,
8 I'm not sure that it would even be coming forward to
9 us under EWR.

10 UNIDENTIFIED AUDIENCE MEMBER: John, you,
11 a number of times, made the reference to "to the
12 degree it's reportable as a safety problem." Isn't it
13 true that there's really no discretion like that? If
14 it is a property damage claim or a consumer complaint
15 in those categories, there really is nothing like --
16 it is by definition reportable.

17 MR. WHITE: That's right.

18 UNIDENTIFIED AUDIENCE MEMBER: Okay, I
19 just want make sure I had this.

20 MR. WHITE: Yes, sir?

21 UNIDENTIFIED AUDIENCE MEMBER: John, I
22 wonder if you could review again or just explain again
23 where you are coming out on control modules that have
24 multiple housings.

25 MR. WHITE: Control modules and assembly

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1 systems in the future where their going to affect, can
2 affect more than one system, more than one of these 22
3 reporting categories, depends on the nature of how
4 they fail. If it's going to fail affecting the latch,
5 then it's going to come in there. If it's going to
6 fail affecting the lights, then it's under the
7 Exterior Lighting. It's the same system, but it has
8 to be reported in whatever category it's going to
9 affect.

10 MR. COOPER: When you drop this pencil,
11 then you can have one control module failing different
12 ways. Complaints coming in saying my windshield
13 wipers don't work or I'm locked out of my car.
14 They're all controlled by that one control module.

15 MR. WHITE: You could get more than one
16 complaint on the same module by the same person. It
17 could affect more than one system, and each would be
18 reported.

19 UNIDENTIFIED AUDIENCE MEMBER: But in
20 those instances where there's an allegations of the
21 module that failed and you're not able to tie it with
22 any one system like the wipers, what have you, then
23 you want it coded as Electrical?

24 MR. WHITE: Right.

25 MR. COOPER: The consumer is unlikely to

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1 say it's failed but not say what the consequence was.

2 MR. WHITE: Not be able to identify it?

3 MR. COOPER: No.

4 UNIDENTIFIED AUDIENCE MEMBER: If it is a
5 failure in two or more of the codes, you would want
6 all of them to recorded?

7 MR. WHITE: Yes. Under the system we're
8 going to get plenty of duplication and that's been
9 taken under consideration.

10 Anyone else?

11 UNIDENTIFIED AUDIENCE MEMBER: This is
12 just another question of clarification on the category
13 11. The question I have concerns the -- could you
14 just repeat your conclusion?

15 MR. WHITE: To the extent that they are
16 reportable of an alleged defect, then they would come
17 in under Electrical. Again, we're using Electrical as
18 kind of a catchall. If we can't get it relegated to
19 one of these other component areas, then it will come
20 in as an Electrical item.

21 UNIDENTIFIED AUDIENCE MEMBER: John, what
22 about a situation where the floor mat can get stuck
23 underneath the accelerator pedal, allegations of that?
24 Where would those go?

25 MR. WHITE: It's going to be, presumably,

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1 under Speed Control. It's going to affect the
2 accelerator pedal. Yes, sir?

3 UNIDENTIFIED AUDIENCE MEMBER: When you
4 have a ... a spare tire rack that hangs on a trailer
5 [inaudible].

6 MR. WHITE: I'm sorry. I didn't catch the
7 beginning?

8 UNIDENTIFIED AUDIENCE MEMBER: If you
9 can't fit one in those, you can't fit a category into
10 one of these very easily, a spare tire rack.

11 MR. WHITE: Spare tire rack that would be,
12 essentially, where I would count that is the spare
13 tire mounting in which case it would be under Wheels.

14 UNIDENTIFIED AUDIENCE MEMBER: John, your
15 comment earlier about things that are reportable based
16 on the discussion we heard about TERRIGAN [inaudible]
17 being reportable, wouldn't that dismiss the comments
18 on static. Based on the rule, I would think it would
19 reportable, right?

20 MR. COOPER: So, the question is static,
21 right? The gentleman commented earlier that static is
22 related to something that could be associated with a
23 fire. Certainly, we'd want to know about that. But
24 what about static just itself? Is that right, the
25 way I understand it, your question?

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1 UNIDENTIFIED AUDIENCE MEMBER: Well, I
2 thought we had to report everything we weren't able to
3 screen. Right? There's a difference in sound quality
4 issues. I mean it's just poor reception, it doesn't
5 sound correct, or any of these issues that have
6 nothing to do with the component itself. It's the
7 quality that's involved here.

8 MR. WHITE: Well, it transcends that. I
9 mean, you could argue that quality of paint gets to be
10 an issue as well. I don't know. That's not an issue
11 we're going to be able to resolve here.

12 UNIDENTIFIED AUDIENCE MEMBER: ... Paint
13 has to fall in one of these categories. But static
14 will fall into radio and so radio falls in the
15 electrical category.

16 MR. COOPER: Do you have a sense of how
17 prominent that type of complaint is? Is that a big
18 one for, say, radio systems and electrical systems,
19 that's what happens?

20 UNIDENTIFIED AUDIENCE MEMBER: It's not
21 just radio and electrical systems. The same is true
22 of seating and upholstery, which fall in the Seat
23 area.

24 MR. WHITE: Well, it could be all sorts of
25 things. It could be lighting, that they don't like

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1 the color of the lights or the brightness of the
2 lights.

3 MR. COOPER: What's the comment - her
4 comment's on upholstery, right?

5 MR. WHITE: Yes, as I understand it. He
6 said, no, he didn't mark that.

7 MR. COOPER: Right.

8 UNIDENTIFIED AUDIENCE MEMBER:
9 [Inaudible.]

10 MR. WHITE: We don't have the answer to
11 that. We wouldn't be able to give you any
12 clarification on that at this point. That will be an
13 issue we have to resolve.

14 UNIDENTIFIED AUDIENCE MEMBER: Allegations
15 of a jack problem, where the jack allegedly is failing
16 for the changing of the tire.

17 MR. WHITE: It's not reportable. It's not
18 a reportable item. We're not going to categorized it.
19 It's not one we are going to report.

20 UNIDENTIFIED AUDIENCE MEMBER: John, on
21 category 14, Air Bags, I professionally feel like I
22 may have missed it somehow. But, I think, the
23 professional experts decided they didn't need, they
24 decided Air Bag systems are reportable, but I don't
25 think you gave the category.

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1 MR. WHITE: Under Air Bags, under Air
2 Bags, yes. Sorry, I meant to make that clear. Yes,
3 sir?

4 UNIDENTIFIED AUDIENCE MEMBER: I have
5 question on corrosion?

6 MR. WHITE: It depends on the component
7 system that it's there. If it's going to be, if it
8 will fit within the confines of one of these existing
9 categories, well, you know, if the complaint's on a
10 control arm or a wheel or something of that ilk, it's
11 going to go there. It's part of the Structure. It
12 will go there.

13 UNIDENTIFIED AUDIENCE MEMBER: Okay. How
14 about things like hydraulic insular equipment in the
15 case of fire trucks with a pump. I assume that would
16 be under the water pump, drive lanes, so that would be
17 Power Train?

18 Garbage packers, they do a lot of --

19 MR. WHITE: That's not a reportable
20 element. We're not categorizing it at this time.

21 UNIDENTIFIED AUDIENCE MEMBER: John, one
22 more question. Kind of relates to the first question
23 on the general question about the process going
24 forward. I think we welcome the fact that you might
25 be able to push answers out or updates to the

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1 determinations made with respect to the various
2 categories automatically. But I think the question is
3 broader than that in terms of how do you want these to
4 come into you in the first place? I don't think that
5 we want to be writing to the chief counsel's office,
6 for example, for an interpretation of a sentence -

7 [Laughter].

8 But, you know, how do you want these to
9 come in and could you also post steps, for example.
10 The technology on vehicles is constantly changing.

11 MR. WHITE: Absolutely.

12 UNIDENTIFIED AUDIENCE MEMBER: And so
13 these questions of these type are going to keep coming
14 up.

15 MR. WHITE: At least for the time being,
16 they should be coming to me for resolution. Some of
17 them are not going to be straightforward. Some are
18 going to require a lot more horsepower behind it. We
19 may improve that in the future. We will try to do
20 that.

21 UNIDENTIFIED AUDIENCE MEMBER: But, John,
22 as a follow-up question, to the degree that you can
23 render an opinion on a question that comes to you, is
24 there a place in the published file that your opinion
25 can be made for others to see? Could it be placed in

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1 the docket, for example, so that as these questions
2 get answered it would be possible for other parties to
3 see what your decision was?

4 MR WHITE: Yes, absolutely. It should be
5 in the docket, the docket bill. Yes, sir?

6 UNIDENTIFIED AUDIENCE MEMBER: Right now,
7 my question about the hydraulics in a garbage truck,
8 will that carry on like hook gates ...?

9 MR. WHITE: I think that's our -

10 UNIDENTIFIED AUDIENCE MEMBER: Would that
11 report be required?

12 MR. WHITE: That's right.

13 UNIDENTIFIED AUDIENCE MEMBER: On the
14 refrigerated bays, you've got these -- power
15 regenerator and fuel systems in the trailer.

16 MR. WHITE: If it's not - if this
17 auxiliary system is not necessary to the operation of
18 the vehicle and to the, in the case of a trailer, the
19 brakes or the lighting assembly, it's not a reportable
20 element.

21 UNIDENTIFIED AUDIENCE MEMBER: What's the
22 point, then? It helps the fuel leak, causes the whole
23 thing to catch on fire.

24 MR. WHITE: Well, but you could do that
25 with a lot of the treatments.

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1 UNIDENTIFIED AUDIENCE MEMBER: Would that
2 be reportable under Fire?

3 MR. WHITE: Yes. I mean, EWR's -

4 UNIDENTIFIED AUDIENCE MEMBER: As far as
5 non-essential things that make rules of the -

6 MR. WHITE: We have to take a common sense
7 approach here on the basis of what's happening. If
8 you have a failing generator, melts, a fuel leak,
9 catches the vehicle on fire and it's an RV, then, we
10 just want that reported as a Fire. If you have a
11 propane gas heater in an RV that's leaking carbon
12 monoxide, we want to know that then. That type of
13 thing. I think we have to - bottom line is, if it has
14 - influences the safety of the occupants, it would be
15 determined.

16 UNIDENTIFIED AUDIENCE MEMBER: What about
17 a tracker trailer?

18 MR. WHITE: Well, tracker trailer, you
19 have a reverb generator that runs that and it melts
20 the fuel leak and catches the reverb on fire in front
21 of the trailer. So, it'd be in the Fire category.

22 UNIDENTIFIED AUDIENCE MEMBER: What about
23 non-FMVFS emergency lighting for fire trucks,
24 ambulances, police cars, those kinds of things?
25 They're, of course, we get lots of complaints on them

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1 and yet they're not necessary if you're driving the
2 truck down the road legally.

3 MR. WHITE: But it's still reportable
4 under exterior lighting. It would be part of that.

5 UNIDENTIFIED AUDIENCE MEMBER: Any lights
6 on a vehicle any where is reportable?

7 MR. WHITE: [Inaudible].

8 UNIDENTIFIED AUDIENCE MEMBER: Does the
9 same apply to the siren, air horns that are used in
10 emergency in Electrical?

11 MR. WHITE: That's right. To the extent
12 that they're a reportable element, if there's an
13 allegation of a defect, it would go under Electrical
14 otherwise.

15 UNIDENTIFIED AUDIENCE MEMBER: Automatic
16 tire change? Pop down on your tire when the switch is
17 down.

18 MR. WHITE: We're going to have to take a
19 look at that.

20 Okay, anyone else?

21 UNIDENTIFIED AUDIENCE MEMBER: In your
22 handout in your component categorization, it appears
23 to me in a quick read that this is the same thing.

24 MR. WHITE: Yes, absolutely.

25 UNIDENTIFIED AUDIENCE MEMBER: Of course,

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1 you did receive some petitions for reconsideration of
2 some of the definitions. One has to assume that this
3 is the final answer.

4 MR. WHITE: Yes, that's right.

5 UNIDENTIFIED AUDIENCE MEMBER: Any set in
6 timing on your response to the petition for
7 reconsideration that you're willing to share?

8 MR. WHITE: There's been a - we've
9 received six or seven of those petitions. We've been
10 asked to advance clarification on some of those
11 issues. We working on it, trying to do that. But,
12 no, I don't have access to that.

13 UNIDENTIFIED AUDIENCE MEMBER: Would you
14 anticipate before the end of the year?

15 MR. WHITE: Yes, they're all scheduled to
16 be resolved before then.

17 UNIDENTIFIED AUDIENCE MEMBER: Would that
18 be published before then?

19 MR. WHITE: That's what I understand.

20 UNIDENTIFIED AUDIENCE MEMBER: Your
21 expectation is that it would be published by the end
22 of the year?

23 MR. WHITE: Yes.

24 UNIDENTIFIED AUDIENCE MEMBER: Thank you.

25 MR. WHITE: Anyone else?

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1 UNIDENTIFIED AUDIENCE MEMBER: If one half
2 still gets reported, it seems to me, but I don't see
3 the regulation, but what is not being submitted?

4 MR. WHITE: For the less than threshold
5 population, if you have - my understanding is that if
6 there's no deaths and injuries in that quarter, then
7 you have nothing to report.

8 UNIDENTIFIED AUDIENCE MEMBER: Is that
9 across the board?

10 MR. WHITE: Less than threshold, yes. For
11 Equipment, all of Equipment. For vehicles, less than
12 threshold level.

13 UNIDENTIFIED AUDIENCE MEMBER: Production
14 is important. Does that cover only US production?
15 We're not talking about foreign production are we?

16 MR. WHITE: Yes, it's just US production.

17 UNIDENTIFIED AUDIENCE MEMBER: The
18 customer satisfaction type, just like -- can those be
19 submitted since the effective -- or is there some date
20 in particular? I didn't see that there.

21 MR. WHITE: Essentially, now. Then,
22 there's a catchall for there being proceeding in the
23 last three years to thirty days from yesterday, I
24 guess. But the monthly submissions are starting now.
25 That's 579.5, I think, you're referring to? Yes.

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1 Anyone else? Yes, ma'am?

2 UNIDENTIFIED AUDIENCE MEMBER: ... but some
3 of the things that exist are not in your catechism.
4 Inaudible.

5 MR. WHITE: I'm sorry. I'm obviously not
6 hearing you.

7 UNIDENTIFIED AUDIENCE MEMBER: ...
8 Definition.....demonstrative....for example, some group
9 will have a whole issue with say fuschia, I guess that
10 should berather than..... [inaudible]. So, it's not
11 determinative and it's something that's threatening
12 the [inaudible.]

13 MR.WHITE: [Inaudible]. Yes, sir?

14 UNIDENTIFIED AUDIENCE MEMBER: Do the
15 templates that you supplied, do they have macros in
16 those templates?

17 MR. WHITE: Yes, XLMS.

18 UNIDENTIFIED AUDIENCE MEMBER: Yes. Can
19 you tell you what those macros do?

20 MR. WHITE: You're asking the wrong
21 person. I'm not an IT person. But those are just
22 transfer protocols to get it into our new computer
23 system. They shouldn't cause you any concern. That's
24 what it means to me anyway. Yes, sir?

25 UNIDENTIFIED AUDIENCE MEMBER:

1 ADMIN. JUDGE LEONARD: John, can you
2 provide an update on the pilot program that you talked
3 about at the last meeting? Is that still on schedule?

4 MR. WHITE: Sort of. [Laughter]. Yes, it
5 is. To the extent, we're voluntarily requesting
6 manufacturers to participate in the Beta testing with
7 submissions to us to make sure that their transfer
8 protocols are acceptable and we're on the same page
9 with what the information is. And having been brought
10 up at the last meeting, I think there was a bit of a
11 misunderstanding over the nature of the Beta testing.

12 The Beta testing will be completely
13 confidential as far as the material that's submitted
14 and we won't use it as a basis for any investigation
15 action. We do expect real information or at least
16 reasonable information to be submitted.

17 The Beta testing is on track so far. We
18 expect to start somewhere around the first of December
19 and we expect it to be iterative. In other words, we
20 get the first submission from a manufacturer and
21 something, either our side, our system or the
22 submission that came in are not communicating. We're
23 not able to put it in there. So, we'll just go back
24 and forth and trying to get that sorted out as to
25 what's not functioning and what needs to be done.

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1 We expect to continue on with that from
2 December right through to the first of March and then
3 by that time we'll be locked down to the final
4 submissions.

5 We have more than enough tire
6 manufacturers participating now and after that we are
7 looking for a few good volunteers. We're looking for
8 something on the order of three or four manufacturers
9 from each category. We have no light-vehicles so far.
10 One heavy-vehicle, one trailer, one motorcycle and one
11 child's seat.

12 UNIDENTIFIED AUDIENCE MEMBER: John, is
13 ARTIVISS on track? Are you meeting all your
14 milestones? Is it functioning as you had anticipated
15 it would?

16 MR. WHITE: Not exactly. The system is
17 up. It's running. We're having some training and
18 protocol problems to sort out there. It should be up.
19 We don't expect any real term problems with that. We
20 may wind up running the both systems concurrently for
21 a while longer. Anything else? Yes, sir?

22 UNIDENTIFIED AUDIENCE MEMBER: People sold
23 to like a dealer here in the states then he in turn
24 sold it like to Mexico. The original manufacturer
25 would get warranty blame but it's now a foreign sale.

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1 It was sold originally in the states, then a
2 foreigner, roughly your foreign debt bill, but it
3 enters. So, the manufacturer sold to a dealer and
4 then the dealer sold it to them, who in turn sold
5 units to someone in Canada which required not a
6 foreign sale, but happened in degree only and the
7 warranty claim for something that comes in is reported
8 under a code for whatever the marketing it, because it
9 was originally sold in the States but now it is solely
10 operated out of the States.

11 MR. WHITE: To the extent that a
12 manufacturer - I mean, I presume that to the extent
13 that a manufacturer knows that it's now a foreign
14 vehicle, it's not reportable by us other than debt.

15 Anything else?

16 Yes, ma'am?

17 UNIDENTIFIED AUDIENCE MEMBER: If the
18 third party ...warrants the vehicle and authorized
19 repairs done by people other than the authorized
20 manufacturer, is there - the manufacturers not going
21 to be responsible for reporting those claims if they
22 don't have access to that information?

23 MR. WHITE: That's right. If you don't
24 access to it, no, which I think is a corollary to what
25 was asked at the previous meeting. Yes, sir?

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1 UNIDENTIFIED AUDIENCE MEMBER: Related
2 question, John. On confidentiality, I think, what a
3 foreign rule reads is that manufacturer must request
4 confidentiality for each submission. But I think Ken
5 said last time there was also a rule- making that was
6 underway for confidentiality which may address this
7 confidentiality issue in a more general sense. Is
8 that still the correct process?

9 MR. WHITE: Yes. Yes, sir?

10 UNIDENTIFIED AUDIENCE MEMBER: John, you
11 sort of understand the process down the road. I'm
12 just curious how it's going to go. You're going to
13 get all these counts in for all these different
14 categories. Do you envision possibly another sub-
15 investigative level to get clarification on counts
16 before opening PEs and how you're going to identify
17 what that process would be? Is that a new process?

18 MR. WHITE: Not necessarily guaranteed
19 that in every case, but certainly in some of those
20 cases, we're going to request clarification. There
21 was a little piece put in there on the end of the
22 thing that says the agency may come back with
23 supplemental information requests to obtain,
24 clarification and what the reporting it's in.

25 But, again, the EWR data, although it's

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1 massive and voluminous is only going to be a part of
2 the picture. To the extent that we need clarification
3 to go beyond our existing investigative process, we'll
4 go back to the manufacturer for that. We may not do
5 it in every case.

6 UNIDENTIFIED AUDIENCE MEMBER: On one
7 domain kind of thing?

8 MR. WHITE: That remains to be clarified.
9 How it's going to be. Conceivably you could make it
10 as simple as another page of the spreadsheet that
11 gives more detail on a particular topic. In that
12 case, it would be the same question, the same format
13 each time. That's in the simplest form.

14 UNIDENTIFIED AUDIENCE MEMBER: That's a
15 pre-[inaudible] phase?

16 MR. WHITE: Yes.

17 UNIDENTIFIED AUDIENCE MEMBER: John, just
18 one more question back on the templates. I didn't
19 fully understand the question that was raised about
20 the XML macros or what have you. In fact I wasn't
21 even aware that they were in templates.

22 So if one were to go and recreate those
23 templates when they were creating their system -

24 MR. WHITE: It probably wouldn't work.

25 UNIDENTIFIED AUDIENCE MEMBER: "You must

1 use the cufflets (ph).

2 MR. WHITE: Yes. That's why there's the
3 requirement in there. To the extent for whatever
4 reason the manufacturer needs to recreate their own to
5 make it integral with their system so that they can
6 report it, they may want to become part of the Beta
7 test so that they can work those protocols out.

8 Anyone else?

9 Okay. Thank you all for coming.
10 Hopefully, it helped a little bit.

11 (Whereupon, the meeting concluded at 2:05
12 p.m.)

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CERTIFICATE

This is to certify that the foregoing transcript

in the matter of: Vehicle Component Categorization
for the Submission of Statistical
Aggregate Data in Accordance with
the Early Warning Reporting
Requirements

Before: Department of Transportation
Defects Assessment Division Office
of Defects Investigation
Enforcement

Date: November 13, 2002

Place: Washington, D.C.

represents the full and complete proceedings of the
aforementioned matter, as reported and reduced to
typewriting.

/s/ Emily Massie

Vehicle Component Categorization
For the Submission of Statistical Aggregate Data in Accordance with
the
Early Warning Reporting Requirements
November 13, 2002
1:00pm

Last Name	First Name	Affiliation	Phone Number
BUSH	KEN	AMERICAN SUZUKI	714-996-7040
O'DALY	Russ	American Honda	310/783-3401
GAUNT	FRANK	FORD	313 8457819
ZAMBO	DON	Ford Mo.C.	313-248-5924
SCULLY	WILLIAM	Bmw	201-573-2875
RAYMOND	PAT	Bmw	201-307-4261
HAGIE	ROGER	KAWASAKI	949 770 0400
VALSH	JOHN	AMERICAN SUZUKI	714 996 7040
FOURNIER	WALTER	DAIMLERCHRYSLER	248 576 7313
Hennkensin	L F	Harley-D	202-857-6087
Barbara Bush	Claire	Ford	201-818-8208

Vehicle Component Categorization
For the Submission of Statistical Aggregate Data in Accordance with
the
Early Warning Reporting Requirements
November 13, 2002
1:00pm

Last Name	First Name	Affiliation	Phone Number
Sim S	JOFF	TRUCK TRAILER MANUFACTURERS ASSOC	703 549 3010
RAYMOND	Brian Patrick	Bmw of North Am.	(201) 307 4261
BEARDEN	Don	SUBARU	(856) 488-8644
STEWART	WILLIAM	HYUNDAI Motor Am.	714-965-3838
Ryan	Dan	Mazda	202-467-5095
batm	Lekech	Syneth	949-440-9477
SHERMAN	BRYAN	PORSCHE CARS	710-290-3879
Van Susteren	Tom	Pierce MG.	920-832-3304
Nowak-Vanderklier	DEB	GM	586-947-9212
GEHRING	JEVE	GM	202 775-5071
Hodulich	David	MITRE	703 883-7027
MILAN	ELROY	HARLEY-DAVIDSON	414 343-4923 429

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1:00pm

Last Name	First Name	Affiliation	Phone Number
RAMASAMY	CHANDRASOKAR	INDIAN MOTORCYCLES	408 842 7241
BARLOW	Rob	mitsubishi Motors	703 525 4400
LEASURE	BILL	TMA	202-638-7825
BOEHLY	BILL	self	703-448-9742
FLANNERY	JERRY	Hyundai	714-965-3372
Gray	Sonye	Volkswagen	248-751-4320
Brown	Lou	"	248-754-4320
Campbell	Eric	"	"
Kramer	Dave	"	"
Re	Kevin	Toyota	202-463-6831
LACKORE	POWER	PIERCE WFC	920 832-3249
LIE	LYNDON	GM	586-986-8029

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Last Name	First Name	Affiliation	Phone Number
PLANTE	GERALD	SUBARU	856 488 3200
CAMMISA	MICHAEL	AIAM	703 247-2105
VauKleeck	Kathy	Motorcycle Industry Council	703-916-0444
Stahl	mel	MIC	703-416-0444
DAS	SANTIV	SUNCATA	949 440 9477
Clarke	Steven	Mercedes Benz	201-573-6768
Anderson	Kristi	Kia Motors America	410-539-5240
Billings	Bob	Freightliner Corp./ American La France	704-278-6223
Daw	ALAN	KIA MOTORS AMERICA	949 470 7142
Fox	Mark	Ford Motor Company	313-248-6438
MAGNUSON	JACKIE	KIA MOTORS AMERICA	949-465-7619
LEWIS	WALTER	PORSCHE	770-290-3627

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Last Name	First Name	Affiliation	Phone Number
NEFF	DONALD	NISSAN	310 771 5463
STRASSBURGER	RON	ATLANTA	202 326 5539
Fuller	Joe	MITRE	703 883-5581
BRAND	BOB	Harley-Davidson	414-616-1788
Ketchum	JERRY	HARLEY-DAVIDSON	(414) 616-1416
Tully	Kevin	Ford	201 888-8417
Borris	Frank	NHTSA	68085